



LIMITED ACCESS HIGHWAY



US 113 North / South Study

November 2004

What Is A "Limited Access Highway?"

Introduction:

- Senate Resolution No. 20 passed in 2000, and the subsequent July 2001 Sussex County North-South Transportation Feasibility Study both made reference to a north-south, "limited access" highway from Milford to Maryland State Line and recommended that the US 113 corridor be studied for this purpose. The following is a brief explanation of what "limited access" means in the context of the US 113 North/South Study.

Limited Access Along US 113 Means:

- Planning for the future, by developing a long term (15-25 years) plan to reduce the number of access points along US 113, thus improving safety, reducing congestion and increasing highway capacity
- Being flexible in developing a program of access improvements that is compatible with the various areas along US 113. The long-term improvement program would likely include:
 - ▶ Not permitting new driveways on US 113
 - ▶ Combining existing driveways to form fewer access points
 - ▶ Restricting left turns to and from US 113
 - ▶ Replacing major intersections with interchanges or bridge overpasses
 - ▶ Providing rights in / rights out to some roads and properties, utilizing shared access where possible
 - ▶ Constructing new bypass roadways, with controlled access (interchanges), where impacts from on-alignment improvements are extraordinary
- Examples:
 - ▶ US 113 in Maryland
 - ▶ SR 896 North of C&D Canal (New Castle County)

Limited Access Does **NOT** Mean:

- Full access control similar to SR 1 from I-95 to Dover, where all access is via interchange ramps



EAST-WEST TRAFFIC



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ACCOMMODATING THE EAST-WEST TRAFFIC

DeIDOT has:

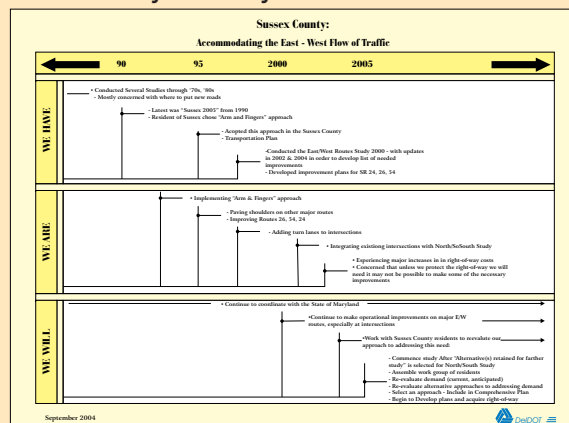
- Conducted Several Studies through '70's, '80's
 - Study suspended for five years to monitor traffic growth, improve existing roads, and pursue bypasses of Bridgeville and Georgetown
 - Latest effort was Sussex East-West Corridor Study in early 1990's
 - Residents of Sussex favored traffic management / operational type improvements and opposed major capacity improvements
- Listened
- Adopted this approach in the Sussex County Transportation Plan
- Conducted the East/West Routes Study 2000 – with updates in 2002 & 2004 in order to develop list of needed improvements
- Developed improvement plans for SR 24, 26, 54 – East of US 113
- Constructed truck route around northern part of Bridgeville also being used as local bypass

We Are:

- Implementing traffic management / operational type improvements
- Improving Routes 24, 26, 54
- Paving shoulders on other major routes
- Adding turn lanes to intersections
- Integrating existing intersections with the US 113 North/South Study.
- Experiencing major increases in right-of-way costs
- Concerned that unless we protect needed right-of-way it may not be possible to make some of the necessary future improvements

We Will:

- Continue to coordinate our efforts with the State of Maryland
- Continue to make operational improvements on major E/W routes, especially at intersections
- Work with Sussex County residents to re-evaluate a traffic management / operational improvements approach versus providing additional east-west capacity, i.e. dualizing an existing road or providing a new road on new location, to address east-west needs pursuant to the House Joint Resolution No. 30
- Report back to General Assembly in January 2006





PROPERTY ACQUISITION



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PROPERTY ACQUISITION PROCESS

Note: Normally, property acquisition does not occur until after the selection, approval and funding of the improvement alternative. This US 113 North-South Study has a number of phases to complete before reaching that point (See Display 2)

HOW WILL I BE INFORMED OF A ROAD PROJECT?

- Public workshops are held for major road projects.
- You will have a chance to voice your opinions about the project and to propose alternatives or changes.
- All information received at the workshop and during the post-workshop comment period will be carefully reviewed by DeIDOT.

HOW WILL I LEARN WHAT DeIDOT NEEDS?

- A DeIDOT Real Estate Representative or an Appraiser will contact you to explain the project and what property interests are required.

IF ANY PART OF MY PROPERTY IS TO BE PURCHASED, HOW WILL THE VALUE BE DETERMINED?

- You will receive the Fair Market Value for any property interest required including land and/or improvements, required to build the project.
- To determine Fair Market Value, a licensed, qualified and certified appraiser will contact you and offer you an opportunity to accompany him/her during the inspection of your property.
- Once the appraisal is complete, it must be reviewed and approved under the direction of the Department's Chief Review Appraiser.

WHAT IF I ACCEPT DeIDOT'S OFFER?

- If you accept the offer, you will be asked to sign a binding agreement between you and DeIDOT, called a "purchase contract."
- The contract commits you to sell your property for the amount of the offer and commits DeIDOT to pay you that amount.

WHAT HAPPENS IF I CANNOT ACCEPT THE OFFER?

- Negotiations are a crucial part of the acquisition process.
- If you do not accept the purchase offer, you have the option of hiring your own licensed, qualified and certified appraiser.
- If an agreement cannot be reached, law allows DeIDOT to acquire the property through a process called "eminent domain."
- This process allows DeIDOT to proceed with the project even though an agreement has not been reached. DeIDOT's offer will still be available through the court.
- Negotiations between you and DeIDOT may continue in efforts to reach a settlement.
- If a settlement still is not reached, a three-member commission will determine the amount of just compensation.
- After hearing testimony and viewing the property, the commission establishes a value binding to you and DeIDOT.
- You or DeIDOT may appeal if a legal error has been made or if the award is deemed unacceptable by the judge.

WHAT IF I HAVE TO MOVE BECAUSE OF THE PROJECT?

- Unfortunately, transportation facilities cannot always be routed around homes, businesses, farms or non-profit organizations.
- It may be necessary for you to move, however state and federal Relocation Assistance Acts try to minimize any inconvenience caused by relocation.
- DeIDOT provides many services to assist you in moving.